

# AIRPORT NEWS FROM THE LAST FRONTIER



## FAA Airports Division FY 2002 Issue No. 1

### **Message from the Division Manager, Byron K. Huffman**

Greetings and Happy New Year to all from the Alaskan Region Airports Division. Fiscal Year 2001 was a banner year for the Airports Improvement Program (AIP) in Alaska. But, it was also a tumultuous year for the Airports Division, the region, Alaska and the entire nation. The least of the tumult in the division was functioning without a full time manager for most of the year. The events of 9-11 and the subsequent actions throughout the FAA and the nation ensure that 2002 will be equally challenging.

First of all, I want to say how delighted I am to have been given the opportunity to lead the exceptional group of men and women of the Alaskan Region Airports Division. Barbara Johnson and David Stelling along with their teams did a superb job of holding down the fort in the interim period between Ron Simpson's departure and my selection and arrival. Their job was tough, and as previously stated, 9-11 only complicated matters. I arrived on the scene a week and a half after 9-11. The Airports team did a fabulous job reacting to the events of the day and worked diligently to ensure that all information going up and down the chain was passed, thus working to ensure that Alaska airports could return

to the business of transporting persons and goods as expeditiously as possible.

Their task was further complicated by having to work to get me up to speed in the midst of all the other turmoil. The entire team rose to the occasion and redoubled their efforts to get me oriented and stick with the business of the day. I have said it repeatedly to the staff, but I can't fully express my appreciation for the warm reception I have received since my arrival in the office and back to Alaska. My bio also appears in this issue of the newsletter so you'll be able to learn more about me there.



### **IN THIS ISSUE.....**

- **Message from the Manager**
- **Personnel News**
- **AIP**
- **Construction Impacts**
- **Regional Airports Plan**
- **Remote Airport Lighting in Alaska**
- **Airport Forecasts**
- **Status of Environmental Guidance**
- **NPDES**
- **Airport Master Record**
- **Closeouts**
- **Update on Marking Standards**
- **Mat-su Valley Airspace Study**
- **Modified Airport Construction Standards**

#### The Mission of the Alaska Airports Division is to:

- Provide our customers with guidance and leadership in the planning, development, and operation of the airport system in Alaska.
- Enable air transportation services to be delivered in a safe and efficient manner, incorporating community and environment needs.

Now, what does 2002 hold in store for Alaska in terms of the AIP? Well, to say that more turmoil is in store would be an understatement. But, as we work our way through a series of new security requirements and policy guidance, we'll do our very best to minimize controversy for our sponsors. The implementation of new security requirements at airports will surely have an impact on some of the important projects that had been planned for 2002. The staff and I will do our level best to work with each sponsor to keep our annual programs on track. Rest assured that the Alaskan Region Airports Division is committed to every sponsor in the region and we will do what we can to ensure that Alaska has a competitive Airport Capital Improvement Plan (ACIP). I look forward to working with all of Alaska's sponsors in 2002 and for many years to come in the future. This annual installment of our newsletter is full of useful and informative articles for your reading enjoyment and use. Please read it, enjoy it and pass it along to someone else to read. Let us know if we can do anything to improve upon the newsletter.

Thanks a lot and happy reading.

## Personnel News

### Byron K. Huffman

Byron K. Huffman is the FAA Alaskan Region Airports Division Manager. He leads a Division of 18 employees in providing federal oversight for airport programs in the State of Alaska. The Division Manager's Staff is responsible for managing the fiscal, training, acquisition,

human resources management, physical and building security and automation programs. The staff is responsible for reviewing, analyzing and providing Division's guidance. The staff serves as the Division contact for all general management issues perform liaison functions between other Division of the FAA, the State of Alaska and FAA Headquarters. The Planning and Programming Branch directs the preparation of the five-year Airport Capital Improvement Plans, which guides federal financial programming for the Alaska's airport system. The branch also administers the annual Airport Improvement Program by allocating and tracking funds for airport planning. The Safety and Standards Branch directs the Project Management, Certification, collection and dissemination of Airport Safety data, and Federal Grant Compliance, functions for the Alaskan Region Airports Division.

This is Mr. Huffman's first assignment with the FAA. Prior to joining the agency he spent the last 18 months working at the Flight Training Center for United Airlines in Denver, CO. This is his third time living in Alaska. He worked for United Airlines from June 1999 until March 2000, first as a ramp serviceman then as the administrative manager for United's DC-10 flight domicile here in Anchorage.

Prior to joining United Airlines, Mr. Huffman spent 24 ½ years in the United States Air Force serving in aircraft maintenance, air traffic control and airfield operations. He had tours of duty in New Mexico, The Republic of Korea, Florida, Nevada, Texas, Guam and North Carolina in addition to Alaska. He received numerous military decorations during his career, including 3 Meritorious Service Medals, 4 Air Force Commendation Medals, and the Air Force



Expeditionary Service Medal.

Byron and his wife Varanda have 3 children, Kendra, Alexis and Brandon.

## Dimitra (Dimi) Tsamis

I would like to begin by saying how happy I am to be the newest addition to the Airports planning family. I joined the Division in August 2001 and immediately took a three-week vacation. Upon returning, the events of September 11<sup>th</sup> had dramatically changed our lives. As a Special Agent with FAA Security for the previous five years, the folks here at the Airports Division were more than happy to exploit my knowledge in this area. I invite our customers to do the same.

I've worked with many of you in the past and look forward to meeting more of you in the future. I hold geographical planning responsibility for central Alaska (sans Kodiak Island and the Pribilofs). I am also your point of contact with regard to System Planning issues and the Regional Airports Plan.

The aviation community is in the midst of unprecedented change. My commitment to you, the airport users of Alaska, is to provide you with exceptional customer service in a professional and timely manner while maintaining the safety and integrity of our aviation system.

**If you need to contact Dimi, please call (907) 271-3813.**

## New Faces, New Places within the Airports Planning & Programming Branch

**Article submitted by: Barbara J. Johnson**

In a separate article, Dimi Tsamis introduces herself as our newest FAA Airports Planner. Dimi will be handling the central region (except a few islands here and there) as well as System Planning and the Regional Airports Plan. Dimi is extraordinarily qualified and capable, and besides, she is a really great person to work with.

John Lovett accepted a position as our FAA Airports Division Capacity Planner; he is now responsible for an area from Talkeetna to Homer. John comes to his new position with decades of experience and a lot of good humor.

Patricia Sullivan is now full time as the Airports Division Environmental Specialist, we are fortunate to have one of the best environmental specialists in the Country working within this Region, and specifically managing the Environmental Impact Statements that we now have underway at Juneau and Sitka.

Gabriel Mahns is working with the Airports Division approximately 20 hours a week as an Airport Planner/Airspace Specialist in between flying as a commercial pilot and working toward his Masters Degree in Aviation studies. Gabriel worked for us two years ago and we begged him to come back!

Who was it that said the one thing that



remains constant is change? It certainly is applicable within our Division, but with change comes new and exciting opportunities. Our staff reflects new opportunities.

## Airport Improvement



## Program (AIP)

**Article submitted by: Jim Lomen and Debbie Roth**

FY-2001 was a year of challenge and opportunity, we saw a 60% increase in AIP grants providing more opportunities to provide access to our rural airports and improve our larger airports. The opportunities also brought challenges through acceleration of our CIP program. Through much effort on both the part of our sponsors and internally within the FAA organization, the job not only got done, but also exceeded our expectations.

We issued \$141.4 million dollars for airport improvements within the State of Alaska. Although we had no new sponsors last year, our non state sponsors such as the Tribal Government of Venetie and Egegik took on large construction projects receiving funding from both the FAA and the Denali Commission, and the State of Alaska.

Over 35% of AIP funds granted last year were utilized in support of safety and access to rural airports.

The new appropriation specific to non-primary airports added even more challenge, to plan over a three-year timeframe use of funding at a maximum of \$450,000 per airport. FY-2001 was the first

of the three years, projects had to be delayed and others moved forward to utilize this appropriation. This was the first time in many years that funds both regionally and nationally had to be carried forward at such an elevated level. Planning was changed for use in FY-2002 and possibly FY-2003 to combine funding years to address the intent of legislation.

This new fiscal year brings even more challenges. The AIP program has been appropriated at the \$3.3 billion level. This will provide funding at a level equivalent to last year, along with a new priority of need, security. The CIP that was put together this past year, is changing as this document is being published. We are reevaluating and adjusting our FY-2002 program to incorporate the new security requirements being implemented across the Country. It is clear that FY-2002 will be unlike any year we have experienced within AIP. In addition to the management of our yearly program there are additional opportunities arising with the competition for \$175 million of security support and the looming question regarding the \$1.5 billion security appropriation currently being considered.

With all these distractions and anomalies it is important that we don't lose site of the requirements to successfully implement our FY-2002 AIP program. In early February 2002 we will meet with each of the three State of Alaska Department of Transportation and Public Facilities (DOT & PF) Regions to solidify everyone's understanding of the projects included in the FY-2002 program. During that same period discussions will be held with our non-State sponsors as well.

**Specific milestones to be aware of;**



- **As soon as possible** – Submit CIP Datasheets for each project in the CIP.
- **May 1, 2002** – Grant applications for use of AIP funds must be submitted. If there are outstanding issues environmental, right-of-way, etc. submit applications with an explanation of issue and schedule for resolution.
- **July 31, 2002** – All issues resolved to allow projects to be processed and a grant offer made by September 6, 2002.
- **September 19, 2002** – Signed grants must be received in our office.

It is our goal this fiscal year to move the granting of projects up earlier in the fiscal year. To help meet this goal our office has initiated our February meetings, and a new internal tracking system to more closely monitor our granting process. During our February meetings the use of this new tracking system will be discussed further. Through these efforts we hope to alleviate the flurry of activities that marked the end of last year's granting cycle.

Even now as we are preparing to finalize the FY-2002 program our planners are preparing to begin the development of the 2003-2005 Airport Capital Improvement Program (ACIP), which is due to be submitted to our Headquarters on June 1, 2002. So when you are in the middle of pushing the FY-2002 program forward don't be surprised to receive a phone call or visit from one of our Division planners to discuss your out-year needs.

### **PFC (Passenger Facility Charge)**

### **PFC Audits**

Airport public agencies collecting PFCs are required to have an audit performed specifically for the PFC account or as part of a single audit specifically addressing the PFC account. The FAA has statutory responsibility to review these PFC annual audits. Sponsors are requested to provide the annual stand-alone PFC audit or the PFC section of the single audit to Alaskan Region Airports Division for review.

### **Consider Construction Impacts on Operational FAA Facilities**

**Article Submitted by: Brad Garland**

As the construction season nears, it is important for airport sponsors to start planning for the upcoming construction activities and any potential impacts on airport operations. An especially important consideration is the continued safe operation of FAA facilities (i.e. REILS, VASIs, PAPIs, ILS, VORTAC, AWOS).

→ If an active runway will be closed for construction activities, it is important to identify the corresponding shutdown requirements of FAA navigational and lighting aids. This also holds true if a runway threshold is temporarily displaced to allow for construction activities. The FAA - Airports Division project manager is tasked to coordinate facility outages with all FAA lines of business. He/she should, therefore, be given a schedule that outlines those phases in a project that will impact operational FAA facilities and accurately identifies all corresponding dates and times. The schedule should be developed and submitted at least 60 days prior to the commencement of construction activity.





Furthermore, the FAA project manager should be kept informed as schedules change and construction milestones slip. Extended facility outages can be better accommodated as long as there is coordinated scheduling ahead of time.

→ If construction activities will near an operational FAA navigational aid (i.e. localizer/glide slope) it is imperative to remain outside of the facility's critical area. The critical area is a defined setback zone that will protect the facility from inducing erroneous reflections. If clearance from the critical area cannot be achieved, then the FAA project manager can coordinate a shutdown of the facility if necessary to accommodate the construction work. The FAA project manager will help you determine if the construction activities will impact a critical area and pose problems to the safe operation of an FAA facility.

→ Pay special close attention to buried cable layouts (power, telephone, and fiber optic). All too often mistaken damage or exposure of buried facility cables occur due to lack of planning. The value of detailed cable-locates at the project site cannot be overemphasized. If assistance is needed in identifying FAA-maintained cables, the FAA project manager will help coordinate on-site locates with FAA maintenance personnel.

→ The construction safety plan is an important initial step in identifying and planning for construction impacts on airport operations. It is important, however, to accurately schedule all potential facility impacts, consistently monitor the project's progress, and provide timely updates to the FAA as construction activities proceed.

***For additional information, please***

***contact Brad Garland at (907) 271-5460.***

## 2002 Regional Airports Plan

***Article Submitted by: Dimi Tsamis***

The interview phase for the 2002 edition of the Regional Airports Plan (RAP) is well underway. Thank you to all who have volunteered your valuable time and input to this crucial endeavor. The RAP serves as a conduit to address the challenges facing the Alaskan airport system and provides the framework to guide investment and development needs at our airports.

This year's edition will include status reports on the safety, access, capacity, efficiency, utility and environmental initiatives identified in the previous version of the RAP. New this year will undoubtedly be an initiative focusing on the security of the aviation system. Be on the lookout for the latest edition of the RAP (with all new maps and graphics) in the fall of 2002.

***For more information on the RAP, please contact Dimitra Tsamis at (907) 271-3665.***

## Remote Airport Lighting in Alaska

***Article submitted by: Pat Oien***

The Aviation Transportation Act (PL-107-87, signed 12/18/01) included \$10 million to improve airport lighting at remote airports in Alaska. This funding is identified in the FAA's Facilities and Equipment (F&E) budget and is separate from the Airport



Improvement Program (AIP). FAA plans to install REILs, PAPI equipment and airport lighting at remote airports and will be working closely with sponsor's throughout the next few months to determine where this money will be spent. Airports that have AIP construction planned over the next two years or airports that have power in the vicinity will likely be good candidates for this funding.

## Planning and Development Airport Forecasts

**Article submitted by: John Lovett**



The FAA's Office of Aviation Policy and Plans in Washington DC has recently completed a guideline document entitled "Forecasting Aviation Activity by Airport". This document was prepared by a consultant for the FAA and is intended to assist individuals who prepare airport forecasts as well as those who review the forecasts.

The guidance covers the basic steps required for producing forecasts. Application of the techniques contained in the report will help to promote consistency in the development of aviation forecasts. This report contains appendices that forecasters can use when submitting forecasts to the FAA. Appendix B clarifies the presentation of forecast levels, forecast growth rates, and operational factors. Appendix C compares the airport planning forecast and the Terminal Area Forecast. These appendices are available as excel worksheets. Both the report and the excel worksheets are available at:

[http://api.hq.faa.gov/apo\\_home.asp](http://api.hq.faa.gov/apo_home.asp)

(then click on "APO Publications" and "Aviation Forecasts")

**❖ Remember, in all master planning, FAA must approve the master plan forecast.**

Also, located at this web site is another interesting report titled "Model for Estimating General Aviation Operations at Non-Towered Airports Using Towered and Non-Towered Airport Data". This report develops and presents a regression model for estimating general aviation (GA) operations at non-towered airports. Independent variables used in the model include airport characteristics, demographics, and geographic features. The model was derived using a combined data set for small towered and non-towered GA airports and then applied 2,789 non-towered GA airports contained in the Terminal Area Forecast. No Alaskan airports were included in the development of this model.

***If you have any questions, please contact John Lovett at (907) 271-5446.***

## Status of FAA Environmental Guidance

**Article submitted by: Patti Sullivan**

The update of FAA's 1987 "Airport Environmental Handbook", Order 5050.4A is getting closer to becoming a reality. The revised Order will be available for your review and comment mid to late February, the planned time frame for publication in the Federal Register. The current schedule for finalizing the revised Order is summer 2002. Additionally, FAA's 1983 Order 1050.1D "Policies and Procedures for Considering Environmental Impacts" is



nearing completion. This Order provides environmental guidance for FAA actions. The FAA is working on the final reconciliation of comments on proposed revisions received when 1050.1E was published in the Federal Register last year. These revised Orders will include new and updated regulations and provide more guidance on how to address regulatory requirements for Airport development and other FAA actions.

***If you need additional information, please contact Patti Sullivan at (907) 271-5454***

**National Pollution Discharge Elimination System (NPDES) Permitting Changes, and Erosion and Sediment Control Practices**

**Article submitted by: Patti Sullivan**

**Change In Storm Water Discharge Permits:**

Currently construction sites disturbing five acres or more are required to obtain an individual NPDES permit or comply with the stipulations of a General Permit to control storm water discharges. In December 1999, EPA updated the NPDES regulations, under the "Phase II Rule". With the Phase II regulations, construction sites disturbing one or more acres will be required to control pollutants from storm water runoff. EPA's deadline for the development of general permits for small construction sites is December 8, 2002. Small construction sites must obtain coverage under a construction permit by March 10, 2003. NPDES construction permits require that both erosion and sediment control be addressed. Measures to control erosion

and sedimentation are commonly referred to as Best Management Practices (BMP).

**Erosion Control:**

In general, erosion controls are more effective, than sediment controls, since they protect the material at the source. Erosion control measures are also generally easier and less costly to develop and maintain. Soil stabilization practices designed to preserve existing vegetation and re-vegetate open areas after grading are erosion control measures.

**Sediment Control:**

Sediment control practices trap the soil particles after they have been detached and moved by water or wind. Sediment control measures usually rely on filtering or settling the particles out of the water or wind that is transporting them. Sediment traps and basins; temporary barriers such as hay bales, filter fences and weirs; inlet filters such as gravel inlet and silt fence inlet protection; and slope interrupter devices are examples of sediment control measures.

**Maintenance and Operation required:**

To be effective continued operation and maintenance of BMP's is required.

**Wildlife Hazard Considerations:**

In developing an erosion control plan, be sure to factor wildlife hazard considerations into the design. Advisory Circular AC 150/5300-33, "Hazardous Wildlife Attractants on or Near Airports" notes that retention ponds are more attractive to hazardous wildlife than detention ponds because they provide a more reliable water





source.

### **Best Management Practices Guide:**

The State of Alaska's Department of Transportation and Public Facilities (DOTPF) has developed a BMP guide that discusses the causes and effects of erosion and sedimentation, and the steps to be taken when preparing an erosion control and sediment control plan entitled "Best Management Practices For: Construction Erosion and Sediment Control and Maintenance and Operations Activities".

This guide is available through DOTPF's home page at:

[www.dot.state.ak.us/stwddes/dcr/index.html](http://www.dot.state.ak.us/stwddes/dcr/index.html)



## **Airport Master Record**

**Article Submitted by: Janet Victory**

When submitting information to update an Airport Master Record (FAA Form 5010), please remember that the element that you are updating with may link to other information on the 5010. The NASAO (National Association of State Aviation Officials) Center for Aviation Research & Education prepared a Data Elements Manual that follows each element on the 5010 and is very helpful. FAA Order 5010.4 Airport Safety Data Program also includes information on how to complete a 5010.

**For example:** If you are working in the Obstruction Data area (elements 50-58) and item #52 (controlling obstruction) has an entry, then data must be entered in 54 (height above runway end), 55 (distance from runway end), 56 (centerline offset),

and 57 (obstruction clearance slope). If item 57 shows a 50:1 approach ratio, then no entry is required in 52, 54, 55, 56, and 57.

Also, when submitting information to lengthen or shorten a runway you also need to know which end was shorten/lengthened and by how much. Any length change will require reevaluation of the obstruction data for the runway end affected.

Please use the Data Elements Manual and FAA Order 5010.4 as guides when submitting updated information. This will save time when we process the action. The less time spent obtaining necessary information, the sooner the information can be entered into the system and make the deadlines for the Alaska Supplement.

***For more information on the Data Elements Manual and FAA Order 5010.4, please contact Janet Victory at (907) 271-5202.***

## **CLOSEOUTS**

***Article submitted by: Janet Victory***

During fiscal year 2001 we closed 24 Airport Improvement Program (AIP) projects granted in 1997 and earlier. We also closed 32 projects granted during the period 1998 through 2000.

We appreciate the support received from our sponsors and ask for continuing support to achieve our annual project closeout objectives. We are in our second quarter of FY-2002 and request that closeouts be submitted on a regular basis throughout the year. By submitting closeouts throughout the year we can more effectively plan for any potential amendment requirements.



The FAA Alaskan Region closeout requirements are outlined in our Airport Sponsor's Guide in Chapter 5 and Appendix 5-A. The Airport Sponsor's Guide can be found on our website at:

<http://www.Alaska.faa.gov/airports/>.

**For more information on closeouts, please contact Janet Victory at (907) 271-5202.**

## Update on Marking Standards

**Article submitted by: David Wahto**

AC 150/5340-1H, *Standards for Airport Markings*, was issued August 31, 1999. The most significant changes in this revision to the marking standards included the following:

- Runway and taxiway markings must have glass beads to enhance the visibility of the markings at night.
- Holding position markings must have glass beads and be highlighted in black on light colored pavement.
- Non-movement area boundary markings must have glass beads and be highlighted in black on light colored pavement.
- Double size holding position markings and non-movement area markings are optional at problem intersections.
- Old markings no longer needed must be physically removed rather than obscured with black or gray paint.

The compliance date for part 139 airports to implement these revised marking standards was August 31, 2000.

The most recent changes to airport marking standards are included in AC 150/5340-1H, Change 1, *Standards for Airport Markings*. Change 1 is dated 12/1/00 and was issued to further enhance the visibility of markings as a runway incursion prevention measure. The most significant change is the new double size holding position marking standard. Double size holding position markings and ILS holding position markings are now required at part 139 airports and all airports with an air traffic control tower as soon as possible, but no later than September 30, 2002. The FAA should be notified when double size holding position markings have been painted at your airport.

Standardization of Marking/Lighting/Signs Monitoring Construction for Compliance with FAA Standards - Strong emphasis by FAA on standardization of marking, lighting, and signage began in the late 1980s as a result of accidents where non-standard marking, lighting and signage were listed by the NTSB as factors contributing to the accident. Part 139 was revised effective January 1988 and required certificated airports to install signs. Airport operators were also required to meet FAA standards for airfield marking & lighting systems and have an FAA approved Sign Plan in their Airport Certification manuals and Specs.

During the early to mid 1990s, Airport Certification Inspectors began identifying non-standard marking, lighting, and signage for corrective actions during annual certification inspections. For the most part, non-standard marking, lighting, and signs were identified and corrected through AIP projects during the 1990s. However, we continue to have some problems with non-standard marking, lighting, and signs being



installed at airports during AIP construction projects. Therefore, during and after construction projects, airport self-inspection personnel should be checking for compliance with FAA standards for marking, lighting, and signage. The FAA should be contacted if non-standard marking, lighting, or signs are found.

In addition to monitoring construction activity for compliance with FAA standards, airport personnel should also be on the lookout for pilot visual aids that may provide misleading or confusing guidance related to marking/lighting/signage around the construction area. Construction barricades at the boundaries of construction areas need to be clearly visible both day and night. In addition, existing signs and lights should be covered or disabled to avoid providing conflicting visual aids for closed areas.

Airport personnel need to be knowledgeable of part 139 requirements, FAA marking, lighting and signage standards, and the construction project safety plan. The following Advisory Circulars (ACs) should be made available to airport personnel for reference:

- ***AC 150/5340-1H, Change 1, Standards for Airport Markings***
- ***AC 150/5340-24, Runway and Taxiway Edge Lighting System***
- ***AC 150/5340-18C, Standards for Airport Sign Systems***
- ***AC 150/5345-44F, Specifications for Taxiway and Runway Signs***
- ***AC 150/5340-28, Low Visibility Taxiway Lighting Systems***

- ***AC 150/5340-4C, Installation Details for Runway Centerline and Touchdown Zone Lighting Systems***
- ***AC 150/5370-2C, Operational Safety on Airports During Construction***

Most of these ACs are available on the FAA Headquarters Office of Airports web site under the Airport Safety selection at: <http://www.faa.gov/arp/150acs.htm>.

## Mat-Su Valley Airspace Study

**Article submitted by: Matthew Freeman**

About two years ago, five-meter resolution space imagery was acquired to manage airspace in the Anchorage Bowl and Mat-Su Valley using system planning funds.

The study area includes over 100 recognized landing areas. Airport density in the Mat-Su Valley reached over saturation for the tools used to manage this airspace. Traditional paper USGS quadrangle maps were used to allocate airspace for numerous public and private use airports, seaplane bases, and heliports in the Mat-Su Valley. We asked airport owners to use USGS Quadrangle maps to locate their proposed airports. The paper maps were a one-time use for airport location and airspace management and were cumbersome to use. The USGS maps created a myopic view of the managed airspace.

### **Project Overview**

Five-meter resolution satellite imagery was used to precisely locate existing runway ends. Knowing the precise location for each runway improved the efficiency of



airspace utilization in the Mat-Su Valley. Geographic features that pilots could recognize, such as roads, streams, shorelines, buildings, etc. were used to develop traffic pattern boundaries. This effort created a spatially enabled system to facilitate locating, attributing, storing, retrieving, and maximizing the safe and efficient use of airspace in the study area.

Commercially available GIS software was used with a backdrop geo-referenced five meter resolution satellite imagery for the base control layer and other GIS data such as USGS topographic maps (DRG), transportation layers (roads, railroads), parcel mapping, major buildings, and water bodies. Existing and future landing areas and their corresponding traffic patterns were located and attributed with pertinent information including airport name, runway length, latitude, longitude, elevation, and common traffic frequency assignment. Attribute data was populated for each facility including unique identifiers to join to various existing database tables.

## **Selling the Concept**

Several aviation organizations expressed a concern over frequency and airport traffic pattern assignments. Using color "D" size drawings, and occasional email attachments, images displayed the landing areas and corresponding airport traffic patterns. The visual space imagery allowed the aviation organizations to understand where the landing areas were located, and the airspace congestion. These graphical tools enabled the aviation organizations to make educated decisions to support deconflicting the airspace.

**If you need additional information, please contact Matt Freeman at (907)**

**271-5455.**

## **MODIFIED AIRPORT CONSTRUCTION STANDARDS**

**Article submitted by: David S. Stelling**

In June 2001 the State of Alaska Department of Transportation and Public Facilities (DOT&PF) completed the modification of FAA AC 150/5370-10A, *Standards for Specifying Construction of Airports*. The new FAA approved Alaska DOT&PF *Standard Specifications for Airport Construction* modifies some of the more commonly used specifications contained in FAA AC 150/5370-10A and contains other specifications not covered in the circular. The modified specifications are maintained by the State of Alaska DOT&PF Division of Statewide Design & Engineering Standards at the following website:

<http://www.dot.state.ak.us/stwddes/dcs/apspecs.html>

FAA AC 150/5370-10A, *Standards for Specifying Construction of Airports* is located on the FAA website at:

<http://www.faa.gov/arp/150acs.htm>

The modified specifications may be used at all general aviation and non-primary airports (those airports having at least 2,500 and no more than 10,000 passenger boarding's each year) in the State of Alaska without further FAA approval. FAA approval is required, however, for use of the modified standards on primary airports (those airports having more than 10,000 passenger boarding's each year).

FAA Order 5300.1F ***Modifications to Agency Airport Design, Construction, and Equipment Standards***, requires



airport sponsors to request approval for modifications to FAA Standards and establishes the approval level and requirements for modifications to FAA standards applicable to airport design, construction, and equipment procurement projects. Therefore, any further modifications to the DOT&PF standards must be approved by the FAA Alaskan Region Airports Division. Early submittal of proposed modifications is requested since the time required for approval may impact the project schedule. Airport sponsor's request for modification of standards must contain the following information:

- A list of standards affected and the basis for the request.
- A description of the proposed modifications.
- A discussion of viable alternatives for accommodating the unusual conditions.
- Assurance that modifications to materials, construction, or equipment standards will provide a product that will meet FAA standards for acceptance and that the finished product will perform for its intended design life, base on historical data, or
- Assurance that modifications to airport design standards will provide an acceptable level of safety, and
- Assurance that the modification is necessary to conform to local laws and regulations (if applicable).

**If you have any questions concerning the Modifications of Standards please contact FAA Project Managers Pat Oien at (907) 271-5445, Brad Garland at (907) 271-5460, or Krisjon Tabisola at (907) 271-3785.**

**"AIRPORT NEWS FROM THE LAST FRONTIER"** is the newsletter of the FAA, Alaskan Region, Airports Division. The newsletter is mailed to airport managers, sponsors, consultants, state aviation directors, and FAA regional offices. The newsletter can also be viewed on our website: <http://www.Alaska.faa.gov/airports/>.

If you have any questions or want to submit newsletter article contact Annie Aquino-Bernaldo, AAL-602, at (907) 271-5439. If you want your name added to the newsletter mailing list, please contact Gayle Wagner at (907) 271-5438.

**INTERNET:** [Annie.Aquino-Bernaldo@faa.gov](mailto:Annie.Aquino-Bernaldo@faa.gov)







FEDERAL AVIATION  
ADMINISTRATION  
AIRPORTS DIVISION, AAL-600  
222 W. 7<sup>TH</sup> AVE #14  
ANCHORAGE, AK 99513

TO:



**TO:**

The Mission of the Alaska Airports Division is to:

- Provide our customers with guidance and leadership in the planning, development, and operation of the airport system in Alaska.
- Enable air transportation services to be delivered in a safe and efficient manner, incorporating community and environment needs.